

Deadline 8 closing submission Lime Down Solar Park EN010168

From Roz Thomson [REDACTED]

On attending the Lime Down hearing held over two weeks starting on Tuesday September 15th the tranquillity issue is obviously impossible.

Any extra vehicle movements let alone massive increase of HGV vehicles on the Alderton Road and the Fosseway. This route is used by many cyclists and horse riders on a daily basis and to try and pass giving a two-metre width as advised by highways for cyclists and the British Horse Society for horse riders is not possible on most of the roads used by the Limesdown traffic.

Apart from the few A Roads even the b roads are not all wide enough two HGV would find it difficult to pass each other the roads in this area are already badly damaged and Limesdown traffic would only make things worse Wiltshire, Gloucester and South Gloucester councils, do not have the resources to do potholes now let alone to do repairs in the future which will be needed if HGV are to use these minor roads that travel through many small villages and hamlets to access the solar sites and the cable route.

It does sound as if the cable route has yet to be decided even at this late date giving no time for many households to be aware of what might be happening on their doorstep in their garden or a piece of land that might involve loss of views, light and noise pollution during construction and with on going maintenance so many miles are damaged on this enormous cable route and I don't think this has been adequately surveyed by the applicant as some of their responses to some questions were vague.

From Grittleton the Alderton road up to the Fosseway our ancient roman road HGV increase will be up by 135% this is just not acceptable in this most rural area that does have daily traffic to and from places but nothing on this scale and will make journeys nigh impossible some of the lorries will also be abnormal loads this will make passing impossible and very dangerous for other road users as in the hundreds of bikes a week, many equestrians and walkers in the area many that are part of the very busy tourist industry that flourishes here.

In this area there are two thorough bred stud farms eventing and livery yards and many individuals that have horses and ride around these small lanes and bridleways the applicant does not seem to realise the dangers that could evolve from industrialising this quiet area the British Horse Society (BHS) in marking 10 years of its campaign "Dead Slow" has alarming figures of horse and rider accidents and deaths and remains a grave concern.

Between 2016 and 2025 a total of 19528 road incidents involving horses were recorded with BHS of these 5559 horses died 964 injured. Horse fatalities in 2016 were 21 in 2025 59 this is a 180% increase in fatalities, and eight people were killed and 999 injured. In 2025 2810 road incidents involving horses have been logged with the BHS 59 horses have died and 82 injured and 86 people injured.

In September Wiltshire police launched a new scheme "Operation Close Pass" to improve horse rider safety on Wiltshire roads Catherine Roper Chief Constable of Wiltshire police said Wiltshire has a strong and valued equestrian community many people using our roads to ride horses every day. Horses can react unpredictably when startled placing riders' drivers and other road users at risk.

Just this summer a rider was hurt and hospitalised when her horse was startled near Melksham close to the proposed cable route and near Sherston another accident where the rider was injured and led to a horse fatality.

As a horse rider I use the Fossway and surrounding lanes and this scheme will be devastating to myself and my many equestrian friends. Horses are very unpredictable and the change to bridleways with fencing, glint and glare and noise from panels could cause them to spin around and possibly unseat the jockey, a loose horse could then cause a further incident to other road users. Fright and flight can be so dangerous.

Equine businesses could be very hard hit with clients choosing to keep horses elsewhere this would have a knock-on effect to associated businesses.

I feel the applicant has not understood the enormity of equestrianism in this and the cable route area.

This industrialisation of the countryside would disrupt the lives of so many for so many years and transform a tranquil environment to an industrial monstrosity. Lime Down is badly planned so many pieces of land so many miles to connection too much disruption for so many I plead for this application to be refused.